IN THE CLAIMS:

The following listing of the claims replaces all previous listings of the claims and represents the claims Applicant currently wishes to be prosecuted.

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1. [CURRENTLY AMENDED] A sensorless induction motor speed measuring method comprising ~~Process for measuring a speed of an induction motor~~ operating the motor under an applied null frequency status ~~and under sensorless control~~, measuring electric effects on phase voltages induced by ~~characterised in that it exploits~~ a step transition between two levels of a static stator current phasor ~~to induce electric effects on phase voltages~~ and ~~from whose analysis~~ analyzing the electric effects to determine the rotor speed ~~is obtained~~.

2. [CURRENTLY AMENDED] ~~Process according to~~The method of claim 1 wherein, under a control loss status, ~~characterised in that it provides passing firstly~~ the static stator current phasor passes from a frequency in which control has been lost~~,~~ to ~~the~~ an applied null frequency status in which ~~(namely to the application of~~ a stator current phasor unmoving in space~~),~~ is applied, and ~~then~~ measuring electric effects further comprises exploiting a following step transition towards a different stator current phasor width ~~in order to induce electric effects on phase voltages and from whose analysis the rotor speed can be obtained~~.

3. [CURRENTLY AMENDED] ~~Process for~~ The method of claim 1 further comprising placing an ~~controlling~~ an electric vehicle, actuated by an induction motor, ~~placed~~ on a ~~ramp~~grade, ~~with released~~ releasing an accelerator of the vehicle, and activating, upon an applied null frequency status, a cyclic check procedure of adequacy and usefulness of the stationing phasor versus time by repeatedly measuring motor speed~~characterised in that, starting from an applied null frequency status, it activates a cyclic check procedure of adequacy and usefulness of the stationing phasor by time repeatedly measuring the motor speed with the process according to claim 1~~.

4. [CURRENTLY AMENDED] ~~Process for controlling an electric vehicle according to~~to the method of claim 3~~, characterised in that it~~ further comprising ~~degrades~~ degrading a stationing current with a ~~slow ramps~~small slope by cyclically verifying adequacy and usefulness of decreasing current levels by repeatedly measuring ~~the~~ motor speed ~~with the process of claim 1~~.

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5. [CURRENTLY AMENDED] ~~Process for controlling an electric vehicle, actuated by an induction motor, placed on a ramp with released accelerator according to~~The method of claim 4 ~~and that~~further comprising, when the stationing current results are not adequate, ~~recovers~~ recovering ~~the~~ motor control by applying a frequency that ~~is next~~corresponds to the measured speed and ~~makes it ramp-degrade~~decreases the frequency towards a low frequency value to accompany the motor along the descent.

6. [CURRENTLY AMENDED] ~~Process for controlling an electric vehicle, actuated by an induction motor, placed on a ramp with released accelerator according to~~The method of claim 5 ~~with which it is possible to~~further comprising going to ~~the~~ an applied null frequency status when ~~the~~ a sign of the torque developed during the low-frequency controlled descent goes from negative, corresponding to ~~(~~braking,~~)~~ to positive, corresponding to ~~(~~motive,~~)~~ ~~for the~~at a descent end.

7. [CURRENTLY AMENDED] ~~Process for controlling an electric vehicle,~~The method of claim 2 further comprising, ~~actuated by an~~when the induction motor is under ~~the~~ a control loss status ~~(~~having high slip and low motion torques~~) according to claim 2 and that recovers~~, recovering ~~the~~ motor control by applying a frequency ~~that is next~~corresponding to the measured speed and then ~~delivers~~ delivering ~~the~~ control to a line algorithm, ~~that modulates~~ and modulating a ~~the~~ re-tuning value frequency towards a value controlled by ~~the~~ an accelerator.